

## Harry Crabtree - Comments

Thanks for allowing me to share some thoughts on this topic.

(1) Any equipment that is operated, rather than equipment be operated by a driver or in autonomous mode (aka...driverless), then how will the Daily Vehicle Inspection Process be performed. It is the nature of mechanical devices to wear out over time, tires wear out, brakes wear out and lose effective stopping power, air lines can develop leaks, seals can leak, etc. etc. so what is the Federal precaution to ensure the safety of the truck and or trailer on the road if there is no driver to complete a vehicle inspection process?

(2) And as it regards carrier's CSA rankings and carrier's selection for audit purposes, the MSC-150 a carrier is obligated to complete now includes the required fields for both the number of trucks and the number of drivers. If a fleet is operating autonomous vehicles, then how is the Fed planning on addressing this as in theory a fleet could have many pieces of equipment but no drivers. Maybe I've missed this explanation in all the various pieces of information flying around on this topic but certainly this one will need to be addressed so any insight there would be appreciated.

And thanks again for listening to my thoughts. Harry Crabtree